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Hongkong Daily Press.

ESTABLISHED 1867.

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DRINKS.

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10.00 am. to 11.00 am. ... Every 15 minutes.
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Extra cars at 11.00 pm. and 11.45 pm.
SPECIAL CARS by arrangement at the Com-
pany's Office, 35 & 40, Queen's Road Central.
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General Managers.

Kowloon, 6th June, 1904. [a1033]

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General Managers.

Hongkong, 14th August, 1903. [a1660]

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Bath to each room.

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
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ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
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INCANDESCENT LAMPS, ARC LAMPS AND
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ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
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THE MANAGER OF WORKS AT HUNGHOM,
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CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

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ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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THE "PALL MALL"

\$21 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE

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NOW READY ON APPLICATION.

LANE, CRAWFORD & CO.

A MOMENT'S REFLECTION

WILL SOON CONVINCE YOU AS TO WHICH IS THE BETTER COURSE TO

PURSUDE, TO LET A SEEMINGLY SMALL AILMENT DEVELOP INTO A

SERIOUS TROUBLE, OR EXPEND A SMALL SUM TO RIGHT THE SMALL

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IT REMOVES ALL UNWHOLESOME ACCUMULATIONS WHICH CAUSE

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AGENCIES in the principal Ports of China, Straits Settlements, Borneo,
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FRENCH SOUPS.
VEGETABLE, MOCK TURTLE, PRIMAVER, FETITE MORMITE, CONSOMME,
MULLIGATAWNY, FRENCH BOUILLON, JULIENNE, PEAS,
CHICKEN, OX TAIL, &c., &c., &c.
PER TIN ... \$0.25
G. GIRAULT.
SOLE AGENT FOR FRANCO-AMERICAN FOOD CO.

REDUCTION OF PRICES
IN PERFECT RATIO TO RISE OF EXCHANGE!
NO. 2 BULL'S EYE KODAK ONLY \$19.
OTHER KODAKS AND FILMS PROPORTIONATELY REDUCED.

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MAY DROP AGAIN.
EASTMAN'S 72-PAGE ILLUSTRATED CATALOGUE
FREE ON APPLICATION TO

ACHEE & CO.
TEMPORARY SHOW-ROOMS: 12, QUEEN'S ROAD, 1st FLOOR
(ABOVE MESSRS. H. PRICE & CO.).
* This Kodak is made of well-seasoned wood, covered with real leather, and takes
pictures 3 1/2 by 2 1/2 inches.
Hongkong, 1st September, 1903.

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SHAMEN, CANTON.
BRITISH CONCESSION
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1903.

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902.

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AT MINIMUM COST.
TO buy at the top of the market is a thing
for other people to do. To buy at the
bottom is what we wish to do ourselves.
Now amongst the many privileges which
appertain to youth is the opportunity of pur-
chasing Life Assurance at its minimum cost.
Take time by the forelock and apply for full
particulars and rates to:
Messrs. DODWELL & CO., LD.,
Agents.
THE STANDARD LIFE OFFICE.
[a191-1]

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HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Room.
Special Dining Room for large parties.
Ladies' Afternoon Tea-Rooms with European
Matron in attendance.
Ladies' Dress Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARGES MODERATE.
H. HAYNES
Manager.

THE
PEAK HOTEL.
Admirably Situated. Sheltered from the
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A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
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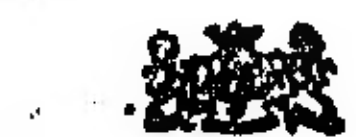
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BLUNKET'S GAP, The Peak, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a160]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June, 1903. [a2105]

MACAO HOTEL
(LATE HING-KEE HOTEL)
THIS favourite and long-established Hotel
is situated on the sea-front, commanding
a magnificent view of the harbour and adjacent
islands, and is open to the cool southerly breezes
in summer.
The Bedrooms are large, cool, airy, well
ventilated, and handsomely furnished.
The Cuisine is excellent and is under direct Euro-
pean supervision.
Picnic, Boating or Shooting Parties are specially
catered for. A commodious and comfortable
stern-wheel Houseboat, with sleeping accommo-
dation for six passengers and every convenience,
is provided for the use of visitors, at reason-
able rates.
A Military Band plays in the Gardens, close
to the Hotel, three times a week.
Sea Bathing.
Taxis to and from Macao every morn-
ing and afternoon.
WM. FARMER,
Proprietor and Manager.
[a2433]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a2541]

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PRICKLY HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. It cools the skin and removes irritation at once.

RINGWORM REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing it is without equal.

**A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.**

ESTABLISHED A.D. 1841.

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MARRIAGE.

On the 25th August, at the Cathedral of the Good Shepherd, Shanghai, by the Rev. Father Rivet, THOMAS HANDBRAN BART of the Bhat Tin Mining Co. and GYMPE, W.A., to ELIS GORDON, daughter of Mrs. W. H. SUTTON, of Kota Tinggi, Johore.

DEATH.

On the 24th August, at Thaiping, Straits, A. C. MORAL, late chief clerk, Municipal Office, Penang.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 3RD SEPTEMBER, 1903

The North-China Daily News publishes a special telegram from Tokyo, dated the 28th August, which says that a semi-official denial has been given (presumably by Korea) to the statement that the Russo-Korean agreement as to Yong-ampho has been signed, and that it is understood that Japan threatens that in the event of the conclusion of the agreement she will regard the whole of Korea as open to foreign trade. This telegram does not make the situation less puzzling. It was reported in Japan recently that the Russian Minister at Seoul regarded the original lease of land at Yong-ampho as of no advantage to his country, while it, might cause trouble with other Powers, and consented to its cancellation. But it was further reported that he had lodged a new demand, more detailed than the previous agreement and claiming a larger area, to which he was pressing the Korean Foreign Minister to assent. According to the *Mainichi's* Seoul correspondent the Korean Emperor instructed the Foreign Minister to grant a lease of a small area of ground to the Russians, and the Minister intended to comply with the Russian demand relative to Yong-ampho and then open the Yalu to the world's trade, to satisfy Great Britain and Japan. It is plain that Japan, at least, will not be satisfied with the mere opening of the

Yalu in return for an exclusive Russian concession at Yong-ampho, and this is not to be wondered at. Japan very naturally considers that an advantage to Russia in Korea should be counterbalanced by one to her, and not only by an opening up of part of the country to the trade of the world in general. The *Asahi* is of opinion that the difficulty will shortly be settled by the opening of Wiju and a compromise of the Yong-ampho lease affair, Korean officials being increasingly in favour of such a termination to the trouble. But will this be a settlement? There seems to us little ground for supposing so. It will be open for Russia immediately to raise the question of a grant in some other part of Korea, pursuing her policy of the past few years, and once more the Russo-Japanese saw-saw at Seoul will be set going. Other Powers, it may be argued, may have little interest in Korea. But all are deeply interested in the peace of North-east Asia, which is perpetually menaced by intrigues of Russia in Northern Korea and at the court of Seoul. No settlement of the Manchurian question which does not at the same time take into consideration Korean affairs will bring relief to the strained situation. The British Minister at Seoul seems to be to a certain extent acting in harmony with his Japanese colleague, but the decision of the matter will not be made at Seoul.

Our French contemporary at Shanghai returns to the *Suppe* case in connection with some remarks which we made on its attitude over the affair. As, however, *L'Echo de Chine* writes in a more conciliatory spirit and states that it prefers to remain silent "for a time," we do not wish to write at any length on the subject now. We shall await with interest the promised statement of our contemporary when the case has been decided. As it is to be based upon documents, there will at least be something more tangible than a mere expression of opinion to comment upon. Only two points in *L'Echo's* present article need be mentioned. M. LEMIERRE, the writer, says that we misread him; he only thought it strange that Mr. BALFOUR's opinion should be taken as the final decision on the case. We hardly think he chose a happy way of expressing his thoughts, for he appeared to be making a jealous attack on Great Britain's predominant position at Shanghai. The other point is that M. LEMIERRE resents being charged with inhumanity for deprecating the protection of the Shanghai native journalists. The Chinese revolutionaries, he says, laugh at us and hate us as much as they do the Manchus. "Shall we protect them? How absurd!" Are we to take it then that he would hand them over to meet the fate of SHEN? We do not believe it.

The A. D. C. will stage *Lord and Lady Alty* in November next.

Plague is happily conspicuous by its absence from the Colony just now. A clean sheet was again issued from the Sanitary Board Office yesterday.

Mr. W. Kidd, the retiring chief agent of Messrs. Panchard, Lowther & Co., left by the *Kiautschow* yesterday, on his way to England. A large number of friends assembled to see him off.

Prince Chakrabongse of Siam and suite arrived at Singapore on the 27th ult. by the *Zieten*. On arrival he was greeted with a salute by the yacht *Maha Chakri*, which afterwards left with him for Bangkok.

Cricketers have had to suffer considerable disappointment during the last two days; the heavy morning rains making the Cricket Ground absolutely unfit for play. A little fielding practice was indulged in by three enthusiasts yesterday evening.

Captain Alf. D. Biker of the British s.s. *Neskor*, which arrived yesterday from Shanghai via Foochow, reported that the typhoon passed south of Mats on 30th ult., p.m. The *Neskor* was at anchor when the typhoon passed. She had unsettled weather throughout the voyage.

An Ordination will be held in St. John's Cathedral on Sunday, 20th inst., when it is expected that three European missionaries, two from Fokkien and one from Kwangsi, will receive Priests' Orders. The last Ordination held in the Cathedral was on St. Thomas's Day, December 21st, 1879, we see from *Church Notes*. The Bishop intends that in future the ordination of Europeans shall take place in St. John's Cathedral, which is not merely the Parish Church of the Colony of Hongkong, but also the Cathedral Church of the whole diocese of Victoria.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—

March, "The Stars and Stripes for Ever," Sousa.
Overture, "The Bohemian Girl," Balfe.
Selection, "Les Cloches de Corneville," Planquette.
Serenade, "Quand Tu Chantes," Genzou.
Selection, "Reminiscences of Wales," Godfrey.
Waltz, "Rose," Marge.
Polonaise, "God Save the King," Chopin.

Prince Yungala of Siam was a passenger on the German mail steamer *Kiautschow*.

When last reported H.M.S. *Glory* and *Amphitrite* were at Vladivostok and off Japan respectively.

Burglars got into the Penang prison on the 26th ult. They had only time to make off with a revolver and a watch when the alarm was raised. They are not reported back yet.

Northern papers report that traffic on the railway between Tongshan and Shanliukwan has been greatly interrupted by floods. The rails being hidden by the water, it is dangerous to send trains forward, as they might drop into a breach or be derailed.

The following cricket result is from a message dated London, August 18:—Kent has beaten Surrey by 22. A telegram of the 20th says:—Gloucestershire beat Worcestershire by 100. The following matches were drawn: Middlesex v. Lancashire; Leicestershire v. Hants; Derbyshire v. Warwickshire; and Yorkshire v. Essex.

The *Mercury* remarks that with the advent of the watermelon the cholera season in Shanghai may be said to have fairly set in. The fatalities among the natives must be enormous, though officially nothing has, so far, been made public, our contemporary says. We do not wish to be alarmist, but we must ask what provisions the sanitary authorities are going to take against the importation of the disease into Hongkong from Shanghai?

With regard to the doubt thrown upon the authenticity of General Botha's letter, which we reproduced the other day from the columns of the *Times*, enquiries have resulted in General Botha's admitting its authorship. He repudiates, however, the suggestion that he wished to insult Lord Milner, and expresses a desire to assist the British in their endeavours to restore the prosperity of South Africa!

It is believed, says the *N.Y.C. Daily News* correspondent at Tokyo, that the Japanese government is planning a radical reform in the system of collecting the taxes on *sake* and tobacco, thereby ultimately adding fifty million yen to the revenue without increasing the burdens on the people. Bills in that sense will be introduced at the next session of the Diet, and the surplus thus obtained will be devoted to reducing the direct taxes, and providing funds for public works.

A special telegram to the *Shanghai Times* says:—In the long statement which Marshal Su Yuan-chun made out in the Board of Punishments and sent up to the Throne a few days ago, he laid the sad state of affairs in Kwangsi province at the door of the degraded Governor Wong Chih-chun and prayed the Throne to bestow due consideration on the defence he had thus made out for himself. The general belief here is that, after all, the death sentence the Marshal has already received will be commuted.

In view of Mr. Fuzeland's recent decision in the case brought against a Chinese tailor by Messrs. Powell & Co. that a tailor is not even a craftsman, it is interesting to note that there has been a controversy going on in one of the London dailies of late, and in the summing-up of the arguments the journal holds that any skilful cutter who cuts by systems other people have invented is just as much an artist as Tom, Dick and Harry on the stage would demand to this.

A Reuter's message from St. Petersburg says that so many warships have been constructed with the 90,000,000 roubles granted to the Ministry of Marine in 1899 that the Russian squadron in the Pacific Ocean has been increased nearly threefold in the last five years. It is intended very shortly to begin the building of six further battleships of about 16,000 tons each and three large armoured cruisers. The *Neue Freie Presse* publishes a telegram from St. Petersburg on the same subject, which states that the additional naval programme provides for three battleships of 16,000 tons each, three armoured cruisers, and a number of torpedo-boats, all of which vessels are to be put on the stocks this year and completed by 1906.

The situation of Acheen continues to mend, says the *Straits Times* in its Netherlands India news. The enemy have been pushed hard since the Sultan submitted, and their leader, Panglima Polem, has been hotly pursued. The enemy's numbers had been considerably thinned in successive encounters, when a flying column came upon Panglima Polem's lurking place and scattered his men with the loss of 29 killed. This, mishap, coming upon previous disasters, resulted in Panglima Polem writing to the Governor of Acheen offering submission on condition that the pursuit should be slackened. The Governor refused to stop the pursuit. It is expected that Polem will not hold out long. Dutch successes are reported also from Central Sumatra.

The following paragraph from the *Turkistan Gazette* is significant:—This seems to indicate a new departure in our commercial policy in Persia, which it is hoped will secure our predominance in the Persian market, notwithstanding the novel and very difficult conditions of our struggle with England. While renouncing the slow and gradual introduction of a trade into the south, we at once execute a rapid diversion, and attempt to seize the market in one of the frontier regions of Persia. Let us trust that this beginning will lead to brilliant results and enable us to "put a stopper" on the sale of English goods in Seistan. We shall thus cut off their access to the markets of Eastern Persia and the interior and completely undermine the significance of the Nushki-Seistan road, upon which the English continue to set such great hopes.

Studies at the Boileau Public School will be resumed on Monday next, 7th inst.

The Swatow Hotel, Swatow, is advertised for sale. Particulars will be found in our advertisement columns.

By the end of the year the British Legation at Peking will be connected with Taku by wireless telegraphy.

The Japanese training squadron has at last returned home after its long tour, reaching Kure on the 21st ult.

The British Mediterranean squadron which assembled last month for the manoeuvres was the most formidable fleet ever seen at Gibraltar. It consisted of 46 warships.

Major S. G. Radcliff, 33rd Burma Light Infantry, was visiting Tientsin in company with Lieut. Rickels of the same regiment when the last mail left that port.

Dr. H. A. Raymond, Senior Assistant Surgeon of the British Field Hospital, has died of enteric fever at Tientsin. Another Sherwood Forester has also succumbed to enteric at Peking.

The statement that the Hamburg-American line had sold five of its oldest steamships, and purchased four new ones to replace them, is confirmed. There will be no change in the capital of the company.

The Imperial Astronomer having reported the presence of a strange star within Jupiter's orbit, warns the Court there may be a bad man somewhere in the Palace, and investigation is to be made. The *P. & T. Times* recommends special attention being paid to one Li Lien-ying.

A New Territory police sergeant who returned unexpectedly to his station the other day found his "boy" cleaning a dinner-plate with a sock. "What in thunder," he exclaimed, "do you mean by cleaning the dishes with a sock?" "Maskee, sergeant," said the "boy," "it no belong clean sock." The sergeant took what consolation he could from the excuse.

Simla telegrams of the 20th ult. announce that there were then only 213 persons on relief works and 13,377 on gratuitous relief in the Central Provinces of India. On the other hand the plague mortality continued to rise owing to the grave increase which was taking place in Western and Southern India. The previous week there were in all 6,817 deaths, being an increase of nearly one hundred per cent. on the total of the previous seven days. Bombay Presidency had 5,565, Mysore 535, Hyderabad 178, Madras Presidency 108, Central India 331, Berar 67, the Central Provinces 18, the Punjab 6, and Calcutta 6. The whole of the rest of India was clear.

New Zealand juries are not so fond of awarding heavy damages against newspapers as those of other lands that might be mentioned. Wellington, the capital of that Colony, has a sort of *Punch* called the *Freel*, and it recently contained some sarcasm on a donation of £500 each to a couple of churches by a leading firm of local brewers. This action was described as "A noble free-will offering. Fragrant of beer and blood," and it was suggested that this outbreak of generosity was an attempt to stem the rising popular tide against the liquor trade as shown by the successes of the prohibitionists at the late General Election. The jury found that one farthing was a fair estimate of the damage done to the brewers by the poem.

We take the following from the *Shanghai Mercury*:—Sauce for the goose does not always prove suitable for the gander. A correspondent signing himself "government correspondent of Japan newspapers" writes to the *Japan Mail* complaining that his outward and inward correspondence is opened and detained by the Japanese postal authorities. This complaint coming from a Russian "government" official strikes us as being exceedingly rich. How about the subscribers to the *Shanghai Mercury*, and other papers, in Manchuria and Siberia, who have until recently had to wait for their papers until they had been examined—and blacked—in Moscow, and been returned? The correspondent begins his letter "Failing all other means of reparation, I appeal to the foreign Press of Japan to protest." We fear the ownership of the gored bull makes a vast difference.

In the *Times* Parliamentary report on the 4th August we find a speech by one who was once familiar to Hongkong as Viscount Sairdale, A.D.C. to H. E. the Governor. Speaking in the House of Lords on the Irish Land Bill, the Earl of Donoughmore said that this Bill constituted the first real attempt to grapple with the whole evil set up by the measure of 1881. As regarded free trade, it was an undoubted fact that that policy had been disastrous to Ireland. He believed that if it ever came to a fight between free trade and protection the Irish farmers would form a solid mass in favour of protection. If this Bill was to work, the tenants of Ireland must realise that they had to give a fair price, and by that he meant a price larger than the price they had given up to the present time. It was absolutely necessary that it should be laid down that the present state of affairs with regard to sporting rights should not be interfered with. The noble lord went on to criticise the provisions in the Bill which transferred to the Treasury without payment the undivided mineral rights of Ireland, and concluded by expressing a hope that the Government would meet the landlords' amendments in a sympathetic spirit.

TELEGRAMS.

AMERICA CUP.

THIRD RACE AGAIN POSTPONED.

By the courtesy of Messrs. Shaw, Son & Co. we are enabled to publish the following telegram:—

New York, 1st September.
Light breeze. Race postponed for no wind. Will be resailed to-morrow (Wednesday).

REUTER'S SERVICE.

THE BALKAN TROUBLES.

LONDON, 31st August.

An unsuccessful attempt has been made to blow up the West-bound Orient Express, South of Kulebarges, but the engine only was derailed.

The Turks have re-captured Neveska, killing two hundred Bulgarians.

THE U. S. SQUADRON IN THE MEDITERRANEAN.

LONDON, 31st August.

The orders to the American squadron to proceed to Beirut have not been changed.

THE "AMERICA" CUP—THIRD RACE.

LONDON, 31st August.

The third race for the "America" Cup is again inconclusive. The course was fifteen miles to windward and back, there was a heavy sea and a wind of six knots. The *Reliance* started six minutes ahead after cleverly depriving the *Shamrock* of the windward position, and steadily increased her lead after 2½ hours, to two miles, when the wind dropped.

THE GERMAN PRESS AND THE UNITED STATES.

LONDON, 31st August.

The German Press is dissatisfied with American intervention in the Near East as being likely to upset the political calculations of Germany, Austria and Russia.

A RUSSIAN APPOINTMENT.

LONDON, 31st August.

M. de Witte has been appointed President of the Committee of Ministers of Russia retaining supreme direction of the Ministry of Finance.

NOTES FROM THE BOTANIC GARDENS.

One of the night-flowering casti, *Cereus triangularis*, has been flowering rather freely of late, and in a day or two there will be several more flowers open. The flowers are white, about eight inches across when fully expanded, and are produced singly on the stems. This plant may be seen in the hothouse at the east end of the lower terrace in the old garden. The species is a native of Jamaica and Mexico, where it is found growing on rocks.

An interesting orchid is in flower in the No. 2 house. This is *Catanthe Maunus*, a solitary specimen of which was found in the island by a native collector in August, 1898. At that time the species had not been recorded from China, but, according to the *Journal of Botany* for 1902, a variety of the species had been sent to the British Museum from China by Dr. J. M. Dalmat; the locality in which the plant was found, however, was not stated. It had hitherto been recorded from the mountains of northern and southern India and Java. The flowers are borne on scapes from 1½ to 2½ ft. high, about twenty flowers to a scape, light purple in colour, and about 2½ inches across.

There are several plants of *Dendrobium formidabile* in flower growing on wooden girders hanging from the crossbar between houses No. 2 and 3. The flowers are produced in clusters at the top of the pseudo-bulbs, and are about 5 inches in diameter individually. It is a very showy species, as the flowers are white with a large blotch of yellow on the lip. The plant is a native of the tropical Himalayas, Khasia Hills, Assam, and the Andaman Islands.

The rainfall for last month was 9.81 inches or 8.68 inches below the average of the last ten years. The rainfall for the year up to date, however, is slightly above the average.

POLICE COURT.

Wednesday, 2nd September.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ASSAULTING THE POLICE.

Consequent on a report made at Aberdeen Police Station by a postman that gold-leaf to the value of \$1,400 had been stolen from him, a plain-clothes native sergeant and a *lukung* were sent to make enquiries. They boarded a fishing-boat on which the complainant's *foi*, who was suspected by him of the theft, was employed, but met with rather a warm reception. Both policemen were assaulted, but neither sustained serious hurt. Two of the principal assailants were arrested, and were convicted before his Worship of the charge of obstructing the police in the performance of their duty. Each was fined \$15, with the alternative of six weeks' imprisonment with hard labour.

The mystery of the stolen gold-leaf has not yet been cleared up.

H.E. THE GOVERNOR'S APPOINTMENT.

OFFICIAL CONFIRMATION.

We received yesterday from Sir John Keble, Private Secretary to H.E. the Governor, a letter stating that he was directed by His Excellency to inform us that he had received the following telegram from the Secretary of State for the Colonies:—

"It gives me much pleasure to inform you that His Majesty has been pleased to approve of your appointment as Governor of Ceylon."

CORRESPONDENCE.

CRUELTY IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS." Hongkong, 1st September.
Sir,—I heartily endorse the opinions of "Foreigner" as set forth in his letter appearing in your issue of the 31st ult. and would suggest that in order to confine the sympathies and efforts of the new society to the creatures really deserving of them, it should be styled "The Society for the Prevention of Cruelty to Dumb Animals," on which condition only could it meet with my support.—Yours, etc., ANTI-HUMBUG.

HONGKONG AS A NAVAL BASE.

The *Times* of India writes:—Although the situation in the Far East is probably by no means as critical as certain sensation-mongers would have us believe, it is undoubtedly not an opportune time for making great changes in the British naval base. At any rate the Admiralty has refused to suspend the work of extending the Naval Yard and docks at Hongkong pending an arrangement for a change of site; in fact the work will proceed with all possible despatch. The decision to adhere to the original scheme has been come to in the face of very strong local opposition. The recent petition to the Secretary of State for the Colonies to re-open the whole question by appointing a Royal Commission received the unanimous support of the commercial community and the "strong approval" of Sir Henry Blake, the Governor. The trouble is that Hongkong, like Bombay, has its overcrowding problem. It needs space in which to expand; the small available area on the island is cramping the business community. And right in the centre of the sea fact almost, close to the commercial quarter, is the Naval Yard upon which some millions are to be spent in providing additional accommodation. Hongkong feels that both for trade and sanitary reasons this space should be given up to the Colony. The Admiralty too recognises that whenever possible it is better to establish Naval Stations outside the boundaries of great commercial harbours. But they insist that their "first duty is to provide for the necessities of His Majesty's ships in the China Station, present as well as future, and under no circumstances can they assent to abandon the present works, the early completion of which they believe to be necessary to security." The only alternative suggested by the Admiralty is one which Hongkong could not undertake. It is for the Colony to build on an approved site—not on the mainland—a new Naval Yard with complete accessories to the satisfaction of the Admiralty. When this gigantic task was completed the Admiralty would move to the new site and give up the present Naval Yard to the Colony. But this scheme would, Mr. Chamberlain says—and Hongkong of course agrees with him on this point—involve an expenditure far heavier than the Colony could bear. So the petition has failed and Hongkong consoles itself by predicting evil of the Admiralty's new dock scheme. It has been publicly stated upon more than one occasion that the foundation is not what was anticipated, and that the difficulties which have cropped up will lead to the original estimates being very considerably exceeded. Disappointed Hongkong may have received these reports a little too readily perhaps, but considering the manner in which they have been given publicity some reassuring statement might well be issued by the Admiralty. The point was not touched upon in the recent letters from Downing Street and Whitehall, but the simple process of asking a question in Parliament might throw some light on the subject. But the possession of an adequate Naval Base in Chinese waters is more important than the commercial conveniences of Hongkong, and as the Admiralty experts have evidently made up their minds' once and for all, the colony must submit with the best grace possible and seek other methods of solving the over-crowding problem. Perhaps the recent schemes for a bridge or tunnel connecting Hongkong with Kowloon and the consequent development of that suburb may lead to a solution of the difficulty.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Siberia*, with mails, &c., left Shanghai for this port yesterday morning, at 5 o'clock.
The M.M. steamer *Australian*, with the next French mail, will leave Saigon to-day, at 11 a.m. for this port.
The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Moji for this port on the 2nd inst., and is expected here on the 6th inst.
The T.K.K. steamer *Rohita Maru* left Manila on the 1st inst., p.m., and is expected here to-morrow, at 4 p.m.
The P. & O. steamer *Pekin* left Singapore for this port on the 1st inst., at 2 p.m.
The steamer *Catherine Apsar*, from Calcutta, left Singapore for this port on the 31st ult., p.m.

FRENCH EULOGY OF KING EDWARD.

The *Gil Blas* (Paris) publishes an interesting article headed "Three Resolutions of King Edward," in the course of which the writer, M. Jean Carrière, says that there is one man in Europe at the present moment who deserves the title of peacemaker—namely, the King of England. His tour in Ireland and the movement to which he gave rise in favour of a cordial understanding with France have demonstrated his success. On his ascending the Throne the first task which he undertook was to establish peace in England and in Europe. He has quietly kept his promise. The situation of England was rendered difficult by three grave questions. The King examined them carefully, and clearly realising what was to be done, dealt with them in turn. The first and the most urgent was the question of the Transvaal, the extraordinary difficulty of which is strongly emphasised by M. Carrière, who attributes its eventual solution to the personal efforts of the King. The Irish question was equally difficult, though less urgent, but here, too, the King, with his strong common sense, has succeeded, without noise or declamation, and above all without violence or diplomacy, by the simple employment of a prudent financial measure. Everybody gains by the arrangement, and as hatred will cease for want of aliment, indeed, by the triumphant tour of the King it would almost seem to have ceased already.

There remained a more vast and arduous task—the establishment of peace in Europe. "It is evident that at the death of Queen Victoria England was not regarded as the home of concord. All the dark clouds on the horizon seemed to come from the British Isles. France was disquieted and on her guard, while Europe was ill at ease. Edward VII. immediately realised the danger of such a situation for his Kingdom. After the South African shock England needed a long period of security and fruitful peace. From what quarter were troubles to be anticipated? From Germany or from France? Edward VII. did not hesitate. He wished to dispel the misunderstandings and, being obliged to choose between the two nations, selected France. His choice was not dictated by sentimental considerations. With his habitual clear-sightedness he saw that the peace of Europe could only be assured by an *entente* between the two peoples who are most interested in coming to an understanding. In the present condition of the world these two peoples—the French and the English—Their union would check the premature ambitions of the German Emperor and thus restore the balance of power and, as a consequence, peace. That peace is durable, because it is based on necessity. It is the business of statesmen to maintain that necessity as long as possible.

"Such is the work of Edward VII., who is already styled the peacemaker in England. He has realised three things which, in the eyes of theorists, appeared impossible—namely, peace in South Africa, tranquillity in Ireland, and sympathy between France and England, and he has done all that without misgiving, purely, simply by the skilful management of requirements and interest."

THE U.S. PRESIDENT AND THE NEGRO.

President Roosevelt's attitude with reference to the negro question has caused the break-up of the Republican party in the State of Louisiana. The Republican leaders have addressed a circular to the "white" Republicans calling upon them to abandon the party on the ground that President Roosevelt is identified with negroism. The circular states:—"The party is falling into the hands of a violent reactionary, whose idea of statesmanship is to subvert the policy of his predecessor, and whose consuming vanity and egotism will soon earn for him the title of 'party buster' as well as 'bronze buster.' Mr. Roosevelt's attitude on the negro question stamps him as a negro-phobic fanatic, whose views are repugnant to every American, and are a deadly insult to every Southerner, or else he is a demagogic politician playing for the negro vote. In either case, the result is the same, the inciting of the negroes of the North and South to crime, with consequent lynchings." The logic of the last remark is curious. Still, as admirers of the U.S. President, we are sorry to read a Boston telegram stating that while Mr. Booker T. Washington was lecturing before a meeting in the African Church there on the 31st July last, some half a dozen negroes suddenly created a disturbance. The audience resented this conduct, and a fight ensued in which razors and hats were used. Order was ultimately restored by a force of twenty-five police, and the lecturer was able to proceed. In the melee two policemen were injured, and a negro was badly cut.

An American sage has evolved a science of vegetables. There is a good deal more in them than a headless eater would suspect. An average man regards carrots and turnips and potatoes and the rest as so many things to be boiled, stewed or mashed, eaten and forgotten. That is now shown to be utterly unscientific. The American investigator has discovered that if you go on eating carrots long enough your disposition will change, you will grow mild and gentle, and find it impossible to treat anyone with harshness. This discovery, among other things, obviously solves the problem of Mr. Bernard Shaw's dietary. On the other hand, beware of turnips. Turnips "have a depressing influence." If you eat them steadily a feeling of melancholy will steal over you, deepening into morbidity. In fact, that way madness lies. If you are in love, eschew the beet; for the beet creates and fosters jealousy. Peas, on the contrary, are the most cheerful of all vegetables; the American scientist has found that they "create joyousness." Possibly that is the reason why the conscientious pilgrim used to wear peas in his shoes.

THE BURMESE SCHOOLBOYS' REVOLT.

The *Burmes Gazette* has the following article on the above subject, about which we had a paragraph in yesterday's issue:—"The explanation of his new famous circular, which the Director of Public Instruction offers, is scarcely a happy one. There may be good reasons for doing away with the military salute, which is a foreign one in Burma, but the original circular, so far from doing away with any stereotyped procedure, sought to stereotype a part at least of the Burmese *shiko*. As many Burmese have explained to us, the bringing of their hands together when bowing constitutes an act of veneration which they are willing to render to the pagoda, to *Apangye*, or to the King's representative, but certainly not to lay teachers working for money. To do it in that case is opposed to all their ideas of the fitness of things, and to insist on it in schools was not to enforce the national form of politeness but to introduce an innovation, which was all the more objectionable because it was not entirely a foreign form of salutation, but one, or rather part of one, which is intimately associated with their ideas of religion. It was as if all the children attending an English Board School were made to kneel down on entering and to say a short prayer as they do in church. No one objects to English boys being compelled to take off their hats when they enter school. That is a form of respect demanded at home and in every house they enter, however humble, but to put the school on a level with the church would be bitterly resented by all, and most of all by those who most highly venerate the church. The forms of respect demanded from children here must vary somewhat from those enforced in England. But the actual form is much better left to adjust itself. So long as the boys habitually say 'Sir' to their teacher and give some sort of respectful salutation when they meet him in the street, we do not see that anything more is required. That is all that English boys do, and the better class of English boys at least are certainly not wanting in courtesy. After all, real courtesy is an attitude of mind and does not depend on forms of any kind, and real courtesy can never be enforced by edicts of the Director of Public Instruction or of any one else."

THE BABIS.

Recent telegrams announced an outbreak of renewed persecution against the sect known as the Babis in Persia. Babism, the doctrine of a Mohammedan sect whose headquarters are in Persia, was founded by Seyd Mohammed Ali about 1843. He took the name of Bab-ed-din, "the gate of the faith," and afterwards that of Nohut, "the point," as not merely the recipient of a new divine revelation, but the focus in which all preceding dispensations would converge. One of his most successful disciples was a highly gifted woman, Garred-ul-Ayn, "consolation of the eyes," who perished in 1852. The *Encyclopaedia Britannica* points out that Persia, the *Encyclopaedia Britannica* points out that Persia, the least strictly Mohammedan of all Mohammedan countries, the Prophet himself occupying an almost secondary place in the popular estimation to his successor Ali, and the latter's sons Hassan and Hosain. The cause of this heterodoxy is no doubt to be sought in ethnological distinctions, the Aryan Persians never having been able to thoroughly accommodate themselves to the creed of their Semitic conquerors. Their dissatisfaction has found vent partly in the universal homage paid to Ali and the rejection of the Sunna, or great mass of orthodox Mohammedan tradition, partly in violent occasional outbreaks, most characteristically of all in the mystical philosophy and poetry of the Sufis, which, under the guise of a profound respect for the externals of Mohammedanism, dissolves its rigid monotheism into pantheism. Babism is essentially one of the innumerable schools of Sufism, directed into a more practical channel by its founder's keen perception of the evils of his times. His first appearance in public took place about 1843 when on his return from a pilgrimage to Mecca, and after a prolonged course of meditation in the ruined mosque of Kufa, the scene of Ali's murder, he presented himself in his native city with a journal of his pilgrimage and a new commentary on the Koran. He speedily became engaged in controversy with the mollahs or regular clergy, who, exasperated by the freedom of his statements on their lives as well as their doctrines, obtained an official decree forbidding him to preach in public and confining him to his house. The Bab complied in appearance, but continued to instruct his disciples in private. The new religion made rapid progress, and the endeavours of the authorities to repress it eventually produced a civil war. The Mollah Hussein Doushevish, one of the disciples of the Bab, who had undertaken to discomfit the new religion throughout the Persian Empire, contacted a fort where he defeated several expeditions despatched against him, but fell lengthily mortally wounded in the moment of victory, and his followers, reduced to surrender by famine, were mostly put to death (1849). Balfourzouni, another missionary of the new religion, perished in a number of his principal adherents, perished in the city of Zandiar in an obstinate defence (May, 1850). Ever since this event the Persian Government has proceeded to the execution of the Bab himself, who had now been confined for some time in a fortress. He was released to Teheran, and all attempts to induce him to retract having failed he was executed. His death was far from discouraging his followers, who recognised as his successor Mirza Yehya, a youth of noble birth, who established himself at Bagdad. In 1852 an attempt of several Babis to assassinate the Shah led to a fierce persecution, in which the beautiful Garred-ul-Ayn perished with many others. The sect is believed to be widely diffused in Persia. The morality of the sect is pure and ascetic, and it manifests an important advance upon all previous oriental systems in its treatment of women. Polygamy and concubinage are forbidden, the veil is disused, and the equality of the sexes is thoroughly recognised.

AN AUSTRALIAN SOCIAL PROBLEM.

Mr. Coghlan, the Australian statistician, has issued a chapter in a publication he has just issued with the words "A New Country and a Declining Birth-rate." The figures given by him are startling in their significance. According to Mr. Coghlan the fall in the birth-rate in Australia and in New Zealand, taken together, is such that there are annually fewer births by nearly 20,000 than would have occurred if the rates prevailing as late as ten years ago had been maintained. Mr. Coghlan holds that a striking example of the decline can be drawn from New South Wales. In 1887 there were, he says, in this state, 112,247 married women under the age of forty-five years, in 1901 there were 149,247, yet the number of children born was about the same in each year. Mr. Coghlan admits that part of this falling off is due to the cessation of the immigration of young married women; but, he contends, for ten years and more the movement of population has been normal, and the decline in the natural increase may be assumed to be a fixed condition of Australian social progress.

The following are given as the legitimate birth-rates per thousand married women under forty-five years of age in each division of Australia for the year 1901:—Victoria, 228.6; New South Wales, 235.3; South Australia, 235.9; Western Australia, 243.9; New Zealand, 246.1; Queensland, 254.0; Tasmania, 260.0. In the year 1891 the average for Australia was about 257 per thousand, while the average of the foregoing rates is 239.

The following figures, which are deduced from the New South Wales experience, may be taken as exemplifying the condition of the States as a whole. They give the number of legitimate births to every thousand married women under the age of forty-five years, during a period of twenty-one years; and from the persistent and regular character of the fall, it may be surmised that the minimum has not even yet been reached, and a further decline may be looked for:—1881, 335.3; 1892, 330.5; 1893, 333.8; 1894, 346.2; 1895, 341.7; 1896, 338.9; 1897, 333.4; 1898, 328.8; 1899, 304.2; 1900, 304.7; 1901, 288.7; 1902, 286.4; 1893, 281.4; 1894, 267.1; 1895, 260.3; 1896, 249.4; 1897, 241.3; 1898, 229.6; 1899, 226.6; 1900, 227.1; 1901, 225.3.

One curious fact noted by Mr. Coghlan is that the decline in the birth-rates is manifest in every class and amongst people of every shade of opinion and of every social condition. "except amongst women of Irish birth," Mr. Coghlan says.—"A factor tending towards a decrease in the proportion of births is the decline in the Irish element of the population. It will have been seen in the chapter dealing with the subject, that amongst mothers of Irish birth the number of children to a marriage has remained much the same as formerly, whilst amongst all other women there has been a great decline. Wherever women of Irish birth are numerous the birth-rate has been higher than elsewhere, but, as the proportion of Irish women is fast decreasing, this element in the maintenance of 'Large as is the area of the Australian continent,' says Mr. Coghlan in conclusion, 'it is impossible that its people will ever become truly great under the conditions affecting the increase of population which now obtain. Immigration has practically ceased to be an important factor, the maintenance and increase of population depending upon the birth-rate alone, a rate seriously diminished and still diminishing. No people has ever become great under such conditions, or, having attained greatness, has remained great for any lengthened period. The problem of the fall in the birth-rate is, therefore, a national one of overwhelming importance to the Australian people, perhaps more than to any other people, and on its satisfactory solution will depend whether this country is ever to take a place amongst the great nations of the world.'"

The census of 1901 reveals a tragic fact in connection with the Australian aborigines. He belongs to a race which is dying out with fatal rapidity. In 1770, the year of settlement, Governor Phillip estimated the native population at 1,000,000. To-day it numbers only 47,000. The aboriginal is extinct in Tasmania, almost so in Victoria, and in New South Wales he numbers less than 4,000. Like the North American Indian, his days are numbered; but, unlike the North American Indian, his losses through war and bloodshed have been insignificant.

MILITARY BALLOONS.

The acceptance of the offer of M. Santos Dumont to put his airships at the disposal of the French Government for military purposes has drawn attention in Paris to the status and belligerent rights of the aeronaut in time of war. A representative of the *Echo de Paris* has had an interview with Professor Fauchille, the French delegate at the annual conference of the Institute of International Law, held at Brussels seven months ago, when questions of this nature were discussed. M. Fauchille said that international law now recognised that the atmosphere above the territory of a State was also a theatre for hostilities. Balloons, therefore, had the right to discharge projectiles—without, however, injuring neutral persons—and to make use of acids and other means of procuring information. "The enemy had the right to act towards the passengers of the balloons as they would towards combatants. They could discharge artillery at them, capture them, and treat them as prisoners of war. They could never put them to death, as aeroplanes, even when seeking information, were not to be confounded with spies. The French law of April 18, 1886, and the German law of July 3, 1893, on espionage, the right to act towards the passengers of the balloons as those who secretly advanced on the military forces of another State. 'An aeroplanist could not act with concealment. In conclusion, M. Fauchille said that the aeroplanist, armed with the most perfect photographic apparatus, could reproduce the minute details of a fort at 1,000 or 1,500 metres in the air. This distance, the professor thought, could serve as the basis for a regulation to protect European nations against espionage in time of peace."

OUR NATIONAL PHYSIQUE.

PROSPECTS OF THE BRITISH RACE.

Dr. Francis Galton, F.R.S., writes in the *Daily Chronicle*:—"The alleged deterioration of our race through town life and other insanitary conditions is indeed worthy of serious inquiry by a Royal Commission or otherwise, but the points which a Commission is likely to consider can only be part of a much larger object that well deserves to be kept in evidence before the public. A strong consensus of educated opinion in this larger sense is needed to stimulate the inquirers to their utmost, and to prepare the public to accept the measures that the Commissioners may eventually think fit to propose; even though they be unexpectedly drastic. In the following remarks I propose to deal with the subject on these wider lines, and shall not confine myself to what relates only to the vices and to the slums. The questions I keep before me are whether or no the British race as a whole is, or is not, equal to its Imperial responsibilities, and, again, how far it is feasible to make it more capable of the high destinies that are within its reach if it possesses the will and power to pursue them. I wish that each one of us should stand aloof from ourselves as a whole, and should watch the condition and doings of our race, much as an authority of the Royal Agricultural Society might criticise the stock of his neighbour over the hedge. If we do so we may learn in what ways our own stock and its rearing are open to improvement, and we may perhaps ensue it."

There is no question that the pick of the British race are as capable human animals as the world can at present produce. Their defects lie chiefly in the graceful and sympathetic side of their nature, but they are strong in mind and body, truthful and purposeful, excellent leaders of the people of lower races. I speak more particularly of those whose descent goes abroad in various high capacities, whether by Government or by firms, to carry out large undertakings under circumstances when they will have to depend much upon themselves. The lower middle-class of Britons are quite as efficient by nature, probably they are more so than men of other races, but they are of a coarser fibre than the Latins. Our average holiday-maker and cheap-excursion tourist is proverbially unprogressive. He probably admits of high polish, but the process is for too costly for his means, so he stands on a conspicuously lower social level than those of his compatriots who have been more favoured in their fortunes. His manners are noisy and vulgar, "they have not the repose that marks the caste of *Vere de Vere*," which men of many other races have. As regards the physique of Britons, I think we brag, or have bragged, more than is right. Moreover, we are not as well formed as might be. It is difficult to get opportunities of studying the nude figures of our countrymen in mass, but I have often watched crowds bathe, as in the Serpentine, with a critical eye, and always came to the conclusion that they were less shapely than many of the dark-coloured peoples whom I have seen."

ago at the Albert Hall of men selected for strength, which, so far as I saw, attracted less attention from the newspapers than it deserved, so I will mention my own impressions. If I am inaccurate through writing from memory alone the faults will, I am sure, be in details of secondary importance. Sandow, the well-known athlete, has established schools of instruction in places variously scattered over England, and he arranged two or three years ago to give no less than £1,000 in prizes to the three best-made men among the numerous pupils in his many classes. During a tour of inspection he selected from each class the three whom he considered the best, and in due time the whole body of selected competitors were assembled in Albert Hall at a public meeting. They were dressed alike in tight trousers, which showed the shape, and each had a scarf thrown jauntily over his otherwise nude shoulders. Ten solid pedestals stood in front of the organ; electric light was in readiness, and a brass band occupied a corner of the orchestra. I will not dwell on the many and very pretty gymnastic feats that were shown, but shall speak only of what is now to the point. The candidates, about eighty in number, marched in a phalanx, ten abreast. The first row detached itself, went nimbly to the ten pedestals, where each man threw off his scarf and mounted upon one of them. The electric light was flashed on the ten standing figures. Three judges (of whom Sir Conan Doyle was one) walked round them, notebooks in hand, criticising and appraising. Sandow was in readiness to act as referee if called upon. Then the best man of the ten was selected by the judges, and he stepped apart. The same was done to each row in succession until all were gone through. Then the twice-selected competitors (I think there were eight of them) mounted the pedestals side by side. They were scrutinised even more closely than before, just as prize cattle. At length the final selections were made, and the victor was handed down the Hall, to the tune of "See the conquering hero" from the brass band, and received his magnificent award of a gold trophy amidst the plaudits of all; the second similarly received a silver replica of it, and the third a bronze one. I studied the whole of the proceedings carefully through an opera glass, and had by my own judgment fixed upon two of the three during the preliminary stages. I should say that the first of all had not been one of these, but I fully recognised the justice of that award in the end. Now as to my conclusions. I did not think these best specimens of the British race to be ideally well made men. They did not bear comparison with Greek statues of Hercules and of other athletes, being somewhat ill-proportioned and too heavily built.

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I must say that I was disappointed with them from the metaphoric point of view, though in respect to muscular power they seemed prodigious. Sandow afterwards exhibited himself in a pose that brought out his chest and arms to full advantage, and in that statueque posture I placed him so far superior to all the competitors.

I therefore doubt if a stock-breeder could make very much out of the British race in respect to physical beauty of the trunk and limbs. Subject to this small reservation, the imaginary critic above mentioned could emphatically affirm with justice that the whole of a race which was able to furnish the large supply that is produced in Great Britain of men who are sound in body, capable in mind, energetic and of high character, has the capacity (speaking as a reaper of stock) of being raised to at least the same high level. How to do this is a question of both Nature and Nurture. I should not reiterate here what I have on more than one occasion urged in respect to the former of these two great influences, further than to repeat my conclusions, which were, first, that if a strong and intelligent public opinion should ever become aroused in favour of improving the breed of our race, influences are in existence which even now operate in a small way in entire conformity with sentiment and law, and which are capable of development of producing great results. Individually their power is small, but in co-operation they would wield a practically overwhelming force. The second conclusion was that we have a great deal yet to learn on matters bearing upon race-improvement, which lies within the province of anthropology, before it would be justifiable to attempt a crusade. Otherwise great mistakes would arise, efforts would be wasted, the results would not agree with anticipations, and the movement would become discredited and collapse. My attitude, which has usually been misrepresented, is to urge serious enquiry into specific matters which still require investigation in the well-justified hope that a material improvement in our physique, but is probably quite feasible under the conditions I have just named. But whatever agencies may be brought to bear on whether it be in its Nature or in its Nurture, they will be costly, and it cannot be too strongly hammered into popular recognition that a well-developed human being, capable in body and mind, is an expensive animal to rear. It would be had economy to spend more on him than can subsequently be got back, while it is equally bad economy to starve him into weakness. A horse must be well fed in order that the value of his work shall bear the highest possible ratio to the cost of his food. It was remarked by an eminent contractor that in all lands the wage and the amount of work done for it bore a curiously constant proportion, low wages producing little, high wages much. It is, of course, a matter of careful enquiry to learn the limits within which this alleged law holds good. The most appropriate amount of food for horses is known well enough.

When considering how to deal most economically with the masses, a question arises which seems to me of much importance, but which has never to my knowledge been put, and which I trust that the Commission will entertain. It may be phrased in this form. A certain small dose is available for each child to help his rearing; at what age would that exceptional and temporary assistance be most effective? Is it in childhood, or at about the time of most rapid growth? The immense improvement in the physique of previously ill-fed recruits, after a year's good feeding with an out-of-doors life, is well known, but much irreparable mischief may have been done before that age is reached. Would it be better to begin earlier and to leave off sooner? In short, a careful enquiry should be made as to the maximum of good effect on the physique that might on the average be produced, through the extra expenditure of a given sum of moderate amount, paying especial regard to the ages at which that sum would have to be expended.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has risen over the N. part of the Sea of Japan, fallen over SW. Japan, the Loochoos and the Philippines.
Pressure is highest over S. Japan, and gradually continues slight for SE. winds on the China coast and over the N. part of the China Sea.
Forecast:—SE. or variable winds, light; fair.

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THE SOUTH AFRICAN LABOUR
QUESTION.

Some correspondence relating to the proposal
to employ Indian coolies on the railways in the
Transvaal and Orange River Colonies was pub-
lished last month in the form of a White Paper.
It only consists of two documents: a telegram
from Lord Milner, dated May 12, and a letter
in reply from Mr. Chamberlain, dated May 23.
The following is the case for coolie-labour as
set forth by Lord Milner:

Question of labour is beginning to assume a
really alarming aspect. There are simply not
enough natives in South Africa, if they all
worked, for our growing requirements, and
wherever we turn outside for fresh supplies,
with the solitary exception of British Central
Africa, from which we may get at most 10,000,
we are met with a non postumus. I have to
point out that this country has taken upon its
shoulders an enormous burden of debt in
reliance on its enormous resources. But it
cannot develop these resources without labour,
and if we are destined to meet with a refusal
wherever we turn to look for labour we
must soon be landed in financial embarrass-
ment. The avoidance of this is, it seems to
me, a matter of more than merely local concern.
There is no doubt that coolies for the railways
would afford us considerable relief by setting
free natives for mines and agriculture. It is
also, in my opinion, certain that the introduc-
tion of Indian labour for the purpose for which
I want it would greatly facilitate a reasonable
settlement of the British Indian question here,
as it would tend to remove some of the intense
local prejudices against Indians. At present
we are in the absurd position of being flooded
by petty Indian traders and hawkers, who are
of no benefit whatever to the community, and
not allowed to have Indian labourers, whom we
greatly need.

On these grounds Lord Milner recommended
the employment of 10,000 coolies, to be com-
pulsorily repatriated at the end of their service.

In reply Mr. Chamberlain recognised that
this proposal was different in kind from any
immigration scheme which would leave the
coolies in the country to complicate the popula-
tion question; but he raised two conditions:
that the scheme must obtain the approval of
the public in South Africa and the sanction of
the Indian Government. The latter are dis-
satisfied with the treatment of Indians in South
Africa, and their consent is contingent on the
following five conditions:—

- (1) The abolition of registration for Indians
generally, and the substitution thereof of a
measure for keeping out of the Colonies "unde-
sirable" (at present under the laws of the late
South African Republic a registration ticket
costing £3 a year has to be taken out. In the
Orange River Colony Indians are not allowed to
settle at all).
- (2) Locations for Asiatics to be restricted to
those classes for whom it is required on sanitary
grounds.
- (3) Business outside the locations to be per-
mitted to be carried on.
- (4) The present restrictions on acquisition of
real property by Asiatics to be replaced by a
general law against speculative acquisition.
- (5) Better-class Asiatics to be exempted from
all special restriction, and allowed to have Indian
servants, to reside with their employers.

PESSIMISTIC RUSSIAN VIEW OF
MANCHURIA.

The *Peterburgskaya Vedomosti* publishes
long articles on the Manchurian question, which
is all the more important because up to the
present time, this journal, and in particular its
editor, Prince Ukhtomsky, has strongly sup-
ported Russia's "mission" in China. In a recent
article the writer states that "a view of our (Russian)
policy in the Far East for the last ten years does
not reveal any results from the enormous efforts
and great sacrifices made and the heavy ex-
penses incurred. It is possible that in a more
or less remote future we shall gather the
fruits of our labours, but up to the present
time the harvest has been very
unsatisfactory and indeed negative. We have
disgraced the Chinese by our action, and in
their deep distress of us they have thrown
themselves into the arms of their historic enemy
Japan. The Japanese have not been slow to
take upon themselves the education, in the
widest sense of the word, of their big
neighbour, and are seeking methodically to
relied under their own hegemony and for
their own benefit, the idea of Pan-Mongolism.

The yellow peril is advancing upon us,
not in the form of the armed Chinese warrior,
but in that of a peaceful seeker after employ-
ment and profit, and a sturdy competitor in
trade, manufacture, and agriculture. The
reconqueror and invader 'Jap,' who regards
as his natural inheritance the whole of
Eastern Asia, and who knows how to combine
personal gain with national aspirations, is in-
vading even Russian territory. How dangerous
these yellow-faced missionaries of peaceful
labour are is to be gathered from the fact that
even America has found it necessary to exclude
them by special legislation. Many other un-
invited guests are putting their fingers into
the Manchurian pie prepared by us, which, during
the cooking, we regarded as our own special
dish. And what about Korea? It has in every
way come under the heavy yoke of Japan, who
has become its master to such an extent that,
in spite of all protest, Japanese worthless
paper money and novel coins circulate largely

SUMMER COMPLAINT
is not always brought about by change of air
and water. The "stay-at-home" are just as
susceptible to diarrhoea; due, generally, to over-
eating, as unripe fruit, etc.; and drinking too
water; all accompanied by painful bowel dis-
charges; and, if not checked, results seriously.
Perry Davis' Peppermint Cure is the only purely
reliable remedy.

NOTICE OF REMOVAL.
THE OFFICE of the undersigned has this
day been REMOVED to No. 20, DES
VEUX ROAD, next to P. & O. S. N. Co.
Hongkong, 1st September, 1903. [2462]

NOTICE OF REMOVAL.
THE OFFICE of the undersigned has this
day been REMOVED to No. 20, DES
VEUX ROAD, next to P. & O. S. N. Co.
A. B. MATTY.
Hongkong, 1st September, 1903. [2463]

in Corea; and what is still more remarkable,
the Japanese have invaded Corea in such
numbers that it has practically become a
Japanese colony; although there was a time
when Corea looked to its powerful northern
neighbour in the hope of finding a strong
support for its independent development."

With special reference to Russo-Chinese trade,
the *Kharbinkhi Voenik*, the newly-established
organ of the trade department of the Eastern
Chinese Railway, states that "during the last
century while our (Russian) trade with European
countries steadily increased, and while the
exports to Asiatic countries, other than China,
rose to a remarkable extent, the imports from
China continued to be far in excess of the exports
to that country. While our merchants here (in
Harbin) in the centre of Manchuria, within easy
access of large Chinese trading centres, are com-
plaining of bad trade, the Chinese merchants
are doing a good business, even with such
distant Russian centres as St. Petersburg,
Warsaw, and Riga."

Refreshing and Agreeable.
CALVERT'S
CARBOLIC
TOILET SOAP.
A Pleasant Antiseptic Soap (containing 10%
pure Carbolic Acid). Should be used regularly
to improve the skin and complexion and prevent
infection.
P. C. CALVERT & Co., Manchester, Eng.
[2594-2]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.
司公限有船輪華中

THE OFFICES of the above Company have
been OPENED at No. 35, QUEEN'S
ROAD CENTRAL, 2ND FLOOR.
Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL
COMPANY.
司公美華

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THIS Company's Offices are Established at
Nos. 20 and 21, CONNAUGHT ROAD
opposite Douglas Post.
Hongkong, 1st May, 1903. [1321]

THE MUTUAL LIFE INSURANCE
COMPANY OF NEW YORK.

RICHARD A. MOURDET, President.
ORGANISED IN 1843.

MR. GEORGE REELEY has been
appointed AGENCY DIRECTOR of
the above Company and a Branch Office has
been opened in the Hongkong Club Annex,
Ground Floor, Charter Road.
By Order,
BASIL H. BETTS,
Special Representative for
Hongkong, China and Japan.
Hongkong, 17th August, 1903. [2319]

THOMAS P. HALL,
MARINE SURVEYOR.

FOR many years Master in the Service of
Douglas Steamship Company, Limited,
has the honour to inform the Shipping and
Mercantile Community that he has this day
established himself as a
MARINE SURVEYOR.

OFFICE: 1, PRINCE'S BUILDINGS.
Hongkong, 10th August, 1903. [2316]

NOTICE.
THE HEUNG KONG STEAM-BOAT
COMPANY, LIMITED.

LI WAI TONG, of Victoria, in the
Colony of Hongkong, Gentleman,
formerly a Permanent Director of the above
named Company, HEREBY GIVE NOTICE
that he no longer holds any Shares in the said
Company, that he is no longer a Permanent
Director thereof, and that he has severed all
connection direct or indirect therewith.
Dated this 21st day of August, 1903.
[2371] **LI WAI TONG.**

NOTICE.
MR. HERBERT WILLIAM BIRD,
A.R.I.B.A., has this day been admitted
a Partner in our Firm.
Dated Hongkong, the 1st day of Sept., 1903.
[2450] **PALMER & TURNER.**

PACIFIC MAIL STEAMSHIP CO.
OCCIDENTAL & ORIENTAL S. S. CO.
TOYO KISEN KAISHA.

NOTICE.
DURING my absence from the Colony,
and under further notice, Mr. J.
STUART THOMSON will assume Charge of
this Agency of the above Companies as Acting
Agent, after the sailing of the O. & O. S. S.
"Doric," September 1st, 1903.
E. W. TILOEN,
Agent.
Hongkong, 31st August, 1903. [2457]

NOTICE.
COSMOPOLITAN HOUSE.

ON account of the expiration of the lease the
business of the above establishment is
now CLOSED. All Claims to be sent in to the
undersigned within one month from date.
KWONG SAM YU,
Connaught House Hotel.
Hongkong, 1st September, 1903. [2453]

NOTICE OF REMOVAL.
THE SPANISH CONSULATE has this
day been REMOVED to No. 20, DES
VEUX ROAD, next to P. & O. S. N. Co.
Hongkong, 1st September, 1903. [2462]

NOTICE OF REMOVAL.
THE OFFICE of the undersigned has this
day been REMOVED to No. 20, DES
VEUX ROAD, next to P. & O. S. N. Co.
A. B. MATTY.
Hongkong, 1st September, 1903. [2463]

WM. POWELL, LD.,

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND
GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS.

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT.

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

GENUINE HAVANA CIGARS.

BOOK & CO'S AGUILA ORO—	Not Weight	Price	Per Box of
SELESTOS IMPERIALES	per 1,000		
REGALIA CONICA	21 lbs.	Mor. \$12.50	25
LIGUPEANOS	14 1/2	16.00	50
HENRY CLAY	4 1/2	8.00	50
REGALIA ESPECIAL	17	17.00	50
PURITANOS FINOS	13	11.00	50
LA CORONA—REGALIA BRITANICA	16 1/2	16.50	50
LA INTIMIDAD	13	8.00	25
BOUQUETS ESPECIALES	12	6.00	25
NOBLEZA	13 1/2	8.50	25
J. S. MURIA'S PRINCES DE GALES	13	6.00	25

SPECIAL ATTENTION GIVEN TO MAIL ORDERS.

KRUSE & CO., CONNAUGHT HOUSE.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE,

PLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWU.

AGENTS—

JARDINE, MATHESON & CO.
MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: NO. 5, SAKAIMACHI, KORE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA,
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.
CODE USED: A I & A B C 4th Ed.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries
Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies,
&c. Sole Proprietors of Kumamoto and Tanuma Coal Mines. Sole Agents for Kawanishi,
Komatsugaura, Minamino, Ikejiri and Numagata Collieries.

Hongkong, 4th March, 1903. **K. UYEMURA, Man. gen.** [2409]

JAPAN COALS.

MITSUI BUSSAN KAISHA

MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—21, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Nanchang, Kaitum, Kanton, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Kanran, Nagasaki,
Kuchino, Suva, Madras, Miki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A

SHIPPING.

ARRIVALS.
Sept. 1, HONGKONG, British str. 2,555, Stach, Penang via Singapore 25th Aug. General.
Sept. 1, IVY, Austrian barque, 1,205, Stetson, Fremantle 29th July, Kerensko Oil—JARDINE, MATHESON & CO.
Sept. 2, BYRON, Norwegian str. from Canton.
Sept. 2, CARL DIEDERICHSEN, German str. 774, H. Schalkier, Hoihow 1st September, General.—JENSEN & CO.
Sept. 2, C. F. FERD. LAEISZ, German str. 5,874, Stach, Kobe 26th August, General.—HAMBURG-AMERIKA LINE.
Sept. 2, DEUCALION, British str. 4,476, G. D. Key, Singapore 24th August, General.—BUTTERFIELD & SWIRE.
Sept. 2, HAINAN, British str. 636, S. Gibson, Tamsui, Amoy and Swatow 1st September, General.—DOUGLAS LAFRAIK & CO.
Sept. 2, ICHANG, British str. from Canton.
Sept. 2, LYEEMOON, German str. 1,248, Lehmann, Shanghai 25th August, General.—SHANGHAI & CO.
Sept. 2, NIGRO, British str. 2,385, A. H. D. Baker, Shanghai via Foochow 30th Aug. General.—BUTTERFIELD & SWIRE.
Sept. 2, NORDKYN, British str. 2,105, A. Beer, Manila 29th August, General.—SHEWAN, TOMES & CO.
Sept. 2, SACHURON, British str. 1,130, Hall, Newchwang and Chiofo 27th August, General.—BUTTERFIELD & SWIRE.

CLEARANCES.
At the HONGKONG MASTER'S OFFICE.
2nd September.
Eastern, British str. for Kobe.
Hainan, Norwegian str. for Saigon.
Nigro, British str. for Swatow.
Pelago, British str. for Singapore.
Thales, British str. for Swatow.

DEPARTURES.
1st September.
Phelia, British str. for Cebu.
Tamsui, Chinese str. for Canton.
2nd September.
Hue, French str. for Haiphong.
Kalgan, British str. for Canton.
Kaitong, British str. for Manila.
Kiauchow, German str. for Europe.
Loomoon, German str. for Shanghai.
Rohetta, British str. for Manila.
Zurich, German str. for Shanghai.

VESSELS IN DOCK.
2nd September.
Aberdeen Dock.—Kaipen, Pembrokehire, Mysia, Nippon Maru, R. V. Uygur, Yungpoitan, Dock. U.S.A.T. Steamer, Helen Wyman, Changsha.

SHIPPING REPORTS.
The British steamer Deucalion, from Singapore 29th ult., had variable winds, fine and clear throughout.
The British steamer Hainan, from Tamsui, Amoy and Swatow 1st Sept., had fine weather to Amoy. From Amoy to Swatow heavy rain and a rising glass. From Swatow to port fine weather. Vessels in Amoy—Haitan and Hailong; in Swatow—Sachurion, Kinkang and Rajaburi.

VESSELS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the above ports 10 A.M., the 3rd inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 1st September, 1903. [2400]

ASIATIC STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"PUNDIT."
Captain W. J. Creble, will be despatched as above TO-DAY, the 3rd inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 2nd September, 1903. [2409]

FOR SINGAPORE AND CALCUTTA.
THE Steamship

"C. FERD. LAEISZ."
Captain Stach, will be despatched for the above ports TO-MORROW, the 4th September, at Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 28th August, 1903. [2431]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain G. S. Weigall, will be despatched as above TO-MORROW, the 4th September, at 4 P.M.
This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light and carries a doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 29th August, 1903. [2439]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUMSANG."
Captain Buller, will be despatched as above on SATURDAY, the 5th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 1st September, 1903. [2452]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(with LIBERTY CALL at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.
1903.
About 5th Sep. "MOGUL"
10th Sep. "BRAEMAR"
15th Sep. "SATSUBA"
20th Sep. "SHIMODA"
25th Sep. "KURISTAN"
30th Sep. "RICHMOND CASTLE"
For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 31st August, 1903. [1125]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	12th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th inst.
LIVERPOOL	JASON	Brit. str.	C. Warrall	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON &c. V. S'PORE, &c.	AWA MARU	Jap. str.	N. Trenn	NIPPON YUSEN KAISHA	23rd October.
MARSEILLES, LONDON & ANTWERP	SALAZIE	Frenc. str.	Negro	MESSAGERIES MARITIMES	5th inst., Daylight.
MARSEILLES, LONDON & ANTWERP	KINTUCK	Brit. str.	Robinson	BUTTERFIELD & SWIRE	5th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	KAMAKURA	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	15th inst.
MARSEILLES, LONDON & ANTWERP	GLAUCUS	Brit. str.	Hilbonch	BUTTERFIELD & SWIRE	19th inst.
MARSEILLES, LONDON & ANTWERP	AGAMEMNON	Brit. str.	Hilbonch	BUTTERFIELD & SWIRE	27th October.
MARSEILLES, LONDON & ANTWERP	PAK LING	Brit. str.	Hilbonch	BUTTERFIELD & SWIRE	17th inst.
BREMEN, VIA PORTS OF CALL.	BAVERN	Ger. str.	May	HAMBURG-AMERIKA LINE	13th inst.
HAVRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	von Dohren	HAMBURG-AMERIKA LINE	23rd inst.
HAVRE & HAMBURG	ADRIAN	Ger. str.	Filler	HAMBURG-AMERIKA LINE	6th October.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINE	20th October.
HAVRE & HAMBURG	SAXONIA	Ger. str.	Rehmer	HAMBURG-AMERIKA LINE	3rd November.
NEW YORK, VIA SINGAPORE, &c.	PERIA	Aus. str.	Crugliatto	SANDER, WILDER & CO.	19th inst. P.M.
NEW YORK, VIA SUEZ CANAL	MOGUL	Brit. str.	A. Beer	DOUGLAS LAFRAIK & CO.	About 3rd inst.
NEW YORK, VIA SUEZ CANAL	NORDEYN	Rus. str.	H. Pybus	DOUGLAS LAFRAIK & CO.	30th inst. at Noon.
NEW YORK, VIA SUEZ CANAL	E. OF JAPAN	Brit. str.	E. Beetham	BUTTERFIELD & SWIRE	23rd inst. at Noon.
NEW YORK, VIA SUEZ CANAL	TARTAR	Brit. str.	W. Thompson	BUTTERFIELD & SWIRE	7th October.
NEW YORK, VIA SUEZ CANAL	DEUCALION	Brit. str.	W. Thompson	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, &c. VIA SUEZ CANAL	SHINANO MARU	Jap. str.	Trubridge	DOUGLAS LAFRAIK & CO.	8th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	A. Christiansen	NIPPON YUSEN KAISHA	10th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	INDRASAMHA	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	22nd inst. 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	CHANGSHA	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	13th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	11th inst. at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	W. Ellis	GIBB, LIVINGSTON & CO.	23rd inst. at Noon.
AUSTRALIAN PORTS	PUNDIT	Brit. str.	W. J. Creble	JARDINE, MATHESON & CO.	To-day, 3 P.M.
YOKOHAMA & KOBE	BORNEO	Brit. str.	D. C. Gregor	P. & O. S. N. Co.	About 6th inst.
YOKOHAMA & KOBE	CHINATU	Brit. str.	T. Harrison	BUTTERFIELD & SWIRE	12th inst.
YOKOHAMA & KOBE	KINSHU MARU	Jap. str.	J. E. MacMillan	NIPPON YUSEN KAISHA	15th inst. at Noon.
YOKOHAMA & KOBE	KANAGAWA MARU	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	11th inst. Daylight.
YOKOHAMA & KOBE	KAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	25th inst. at Night.
YOKOHAMA & KOBE	AGATHALIAN	Frenc. str.	Verron	MESSAGERIES MARITIMES	About 6th inst.
YOKOHAMA & KOBE	YOHOW	Brit. str.	W. Thompson	BUTTERFIELD & SWIRE	7th inst.
YOKOHAMA & KOBE	CHANGCHOW	Brit. str.	S. de B. Lockyer	P. & O. S. N. Co.	About 12th inst.
YOKOHAMA & KOBE	SIMLA	Brit. str.	Jones	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	ICHANG	Brit. str.	T. W. Groves	DOUGLAS LAFRAIK & CO.	5th inst.
YOKOHAMA & KOBE	DAIGI MARU	Jap. str.	I. Goto	OSAKA SHOSHIN KAISHA	To-morrow.
YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	S. Saito	OSAKA SHOSHIN KAISHA	9th inst.
YOKOHAMA & KOBE	SHANTUNG	Brit. str.	Robson	DOUGLAS LAFRAIK & CO.	5th inst.
YOKOHAMA & KOBE	THALES	Brit. str.	Gibson	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
YOKOHAMA & KOBE	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	5th inst. at Noon.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA & KOBE	ROHILLA MARU	Jap. str.	E. P. Bishop	TOYO KISEN KAISHA	8th inst. at Noon.
YOKOHAMA & KOBE	SUNGKIANG	Brit. str.	Osterbridge	BUTTERFIELD & SWIRE	9th inst.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	12th inst. at Noon.
YOKOHAMA & KOBE	WONGHANG	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	T. Murali	NIPPON YUSEN KAISHA	8th inst. at Noon.
YOKOHAMA & KOBE	ISORIA	Ital. str.	Maganzini	CANALWATZ & CO.	10th inst. at Noon.
YOKOHAMA & KOBE	C. FERD. LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINE	To-morrow, Noon.
YOKOHAMA & KOBE	KUMSANG	Brit. str.	Buller	JARDINE, MATHESON & CO.	5th inst. at Noon.
YOKOHAMA & KOBE	TUNTSIN	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	5th inst. at Noon.
YOKOHAMA & KOBE	SAIF	Brit. str.	A. E. Monger	CHI WO	Quick despatch.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA PORTS.
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
"INDRASAMHA" 5,197 Tons. R. P. Craven. September 13, 1903.
"INDRAVELLI" 4,899 Tons. W. E. Craven. October 14, 1903.
"INDRAPURA" 4,899 Tons. A. E. Hollingsworth. November 14, 1903.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 22nd August, 1903. [114]

HAMBURG-AMERIKA LINE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES. Freight & Passengers.
KONIGSBERG HAVRE, BREMEN and HAMBURG On 13th Sept. Freight.
Capt. Mayer (Calling at Singapore and Penang).
ANDALUSIA HAVRE and HAMBURG On 23rd Sept. Freight.
Capt. von Dohren (Calling at Singapore and Colombo).
ABESSINIA HAVRE and HAMBURG On 6th Oct. Freight.
Capt. Filler (Calling at Singapore and Penang).
BRISGAVIA HAVRE and HAMBURG On 20th Oct. Freight.
Capt. Schilke (Calling at Singapore and Colombo).
SAXONIA HAVRE and HAMBURG On 3rd Nov. Freight.
Capt. Rehmer (Calling at Singapore and Penang).
For further particulars, apply to
HAMBURG-AMERIKA LINE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
BAVERN	17th September
ZIETEN	30th September
SEYDLITZ	14th October
ROON	28th October
PREUSSEN	11th November
HAMBURG	25th November
PRINZ HEINRICH	9th December
KONIG ALBERT	23rd December

* KLAUSCHOU
SACHSEN
BAYERN
SEYDLITZ
ROON
* SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
1904.
6th January
20th January
3rd February
17th February
2nd March

ON THURSDAY, the 17th day of SEPTEMBER, 1903, at Noon, the Steamship "BAVERN" of the HAMBURG-AMERIKA LINE, Captain SAID, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 15th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 16th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 16th September. Contents of Packages are required. No Parcel Receipts will be signed for less than 3/50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 24th August, 1903. [15]

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
OLYMPIA	J. Trubridge	2,837	September 10th
LYRA	E. Williams	4,417	September 17th
TACOMA	A. Dixon	2,832	September 24th
VICTORIA	J. Panton	3,502	October 10th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2,540	R. W. Almond	Manila	Sat., 5th Sep., 10 A.M.
ZAFIRO	2,540	R. Rodger	Manila	Sat., 12th Sep., 10 A.M.
PERLA	1,980	J. McGinty	Manila	Sat., 12th Sep., 10 A.M.

For Freight, or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 1st September, 1903. [117]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 23rd Sept. 1903.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 16th Dec.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 13th Jan. 1904.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 27th Jan.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 16th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 30th Mar.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th April.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
P.O. Box 1000.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
AWA MARU MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 5th Sep. at DAYLIGHT.
N. Trenn
BOMBAY MARU BOMBAY VIA SINGAPORE and COLOMBO TUESDAY, 8th Sep. at Noon.
M. Mura
SHINANO MARU VICTORIA, B.C. and SEATTLE TUESDAY, 8th Sep. at 4 P.M.
W. Thompson
YAWATA MARU U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA WEDNESDAY, 9th Sep. at Noon.
A. E. Moses
WAKASA MARU NAGASAKI, KOBE & YOKOHAMA FRIDAY, 11th Sep. at DAYLIGHT.
J. B. MacMillan
KUMANO MARU KOBE and YOKOHAMA at DAYLIGHT.
E. W. Haswell
KINSHU MARU SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNS, VILLE and BRISBANE FRIDAY, 11th Sep. at 4 P.M.
T. Harrison
KAMAKURA MARU MOJI, KOBE and YOKOHAMA TUESDAY, 15th Sep. at Noon.
H. Peterson
TOKA MARU MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 19th Sep. at DAYLIGHT.
A. Christiansen
KANAGAWA MARU VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 22nd Sep. at 4 P.M.
J. MacKenzie
KAWATA MARU KOBE and YOKOHAMA FRIDAY, 25th Sep. at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—
T. S. TAKAYANAGI, Acting Manager. [19]

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 5th September	
GLASGOW AND LIVERPOOL	"JASON"	On 17th September	
GLASGOW AND LIVERPOOL	"PAK LING"	On 23rd September	
GLASGOW AND LIVERPOOL	"CALCHAS"	On 1st October	
GLASGOW AND LIVERPOOL	"TANTALUS"	On 7th October	
GLASGOW AND LIVERPOOL	"ANTENOR"	On 24th October	
GLASGOW AND LIVERPOOL	"OANFA"	On 27th October	

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September
LIVERPOOL	"PINGSUEY"	On 22nd September
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October
LIVERPOOL	"JASON"	On 23rd October
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA. The s.s. "AGAMEMNON" has arrived, and leaves for Nagasaki on Friday. The s.s. "TELEMACHUS" from Tacoma left Moji on the 1st inst. for Hongkong direct. For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd September, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"CHANG"	On 3rd September
CEBU and ILOILO	"WUZHANG"	On 4th September
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 5th September
SHANGHAI and CHINKIANG	"YOHOW"	On 7th September
SHANGHAI	"CHANGCHOW"	On 7th September
MANILA	"CHANGSHA"	On 8th September

PORT DARWIN, ISLAND COAST TOWNS, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 3rd September, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE and BOMBAY	"TIENTHIN"	Noon, 5th September	Freight only.
YOKOHAMA, via SHANGHAI, HAI MOJI and KOBE	"BORNEO"	About 6th September	Freight and Pass.
(Passing through the Inland Sea)	"D. C. Grogan, R.N.R."		
LONDON, &c.	"CHUSAN"	Noon, 12th September	See Special Advertisement.
SHANGHAI	"SIMLA"	About 12th September	Freight and Pass.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"SUMATRA"	About 18th September	Freight and Pass.
	"W. Hayward, R.N.R."		

Taking Cargo for Marseilles and London, via Singapore. Calling at Penang if sufficient inducement offers.

For further Particulars, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 3rd September, 1903.

TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3869	Tuesday, 8th September, at Noon.
"ROSETTA MARU"	H. S. Smith	3876	Tuesday, 15th September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 3rd September, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSAI, via SWATOW and AMOI	"DAIGI MARU"	SATURDAY, 5th September
TAMSAI, via SWATOW and AMOI	"DAIYIN MARU"	FRIDAY, 11th September
ANPING, via SWATOW and AMOI	"MAIDZURU MARU"	FRIDAY, 4th September
FOOCHOW, via SWATOW and AMOI	"ANPING MARU"	WEDNESDAY, 9th September

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and for other information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

T. ARIMA, Manager

Hongkong, 3rd September, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"CHUSAN." Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 12th SEPTEMBER, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 1st September, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIVE AND SEVEN (DIRECT) CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

"PERSIA." Captain Craglietto, will be despatched as above on SATURDAY, the 12th September, P.M.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor. For information as to Passage and Freight, apply to—

SANDER, WIELER & CO., Agents.

Hongkong, 25th August, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

"EASTERN." Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

"NOEDKYN," Captain A. Beer, will be despatched on WEDNESDAY, the 30th SEPTEMBER.

For Freight, &c., apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 31st August, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903.

HONGKONG—MACAO LINE.

"WING CHAI." Captain Samuel Bell Smith. DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at 2 P.M. and (Sundays) about 8 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1.50. Return Ticket \$2.50. 3rd Class \$1. Steerage 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5.

Wharf—Opposite Central Market. The Steamer runs an Excursion Trip Every Sunday in Summer.

MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong, 2nd September, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS, in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STATE NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to—

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

FOR KWAN CHAU WAN.

THE Steamship

"SWIFT." Captain A. E. Mongor, will have quick despatch for the above port. For Freight, apply to—

CHI WO, Agents, Wing Wo Lane.

Hongkong, 20th August, 1903.

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA." FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 31st August, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALAARAT," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:— From London, &c., ex s.s. India. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-day, the 27th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th August, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD.

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN," OF THE NORDDEUTSCHER LOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and cleared at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 1st inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 8th September, at 9.30 A.M.

All Claims must reach us before the 14th September, or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

NORDDEUTSCHER LOYD.

MELCHERS & CO., Agents.

Hongkong, 1st September, 1903.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA."

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 27th August, 1903.

STEAMSHIP "PETRACH" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for Damage to Cargo by water, when the "Petrach" was on fire at Shanghai, 13th May, 1903, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Limited), Shanghai, on or before 1st OCTOBER next, after which date no Claim will be recognised.

SANDER, WIELER & CO., Agents.

Hongkong, 31st August, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

FORTHEBANK, British barque, Young—Dodwell & Co., LD.

HELENA WYMAN, Amr. barque, D. A. Vanhoo.

—Captain.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 27th August, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

SS. "LOTHIAN," FROM SAN FRANCISCO, YOKOHAMA AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

J. S. VAN BUREN, Superintendent.

Hongkong, 1st September, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 2nd September, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO., General Managers.

Hongkong, 31st August, 1903.

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

MARTIN'S APOLLO STEEL PILLS

A French Remedy for all Fevers, Headaches, Neuralgias, Rheumatism, Gout, Gravel, etc. It is the only medicine that cures these ailments in a few days, and is entirely harmless. It is sold in all the principal cities of France, and is the only one that is so.

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES. OF UNIVERSAL POPULARITY.

"ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS."

LEADS IN OUTPUT AND QUALITY.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1903.

AUTOMATIC MAUSER

